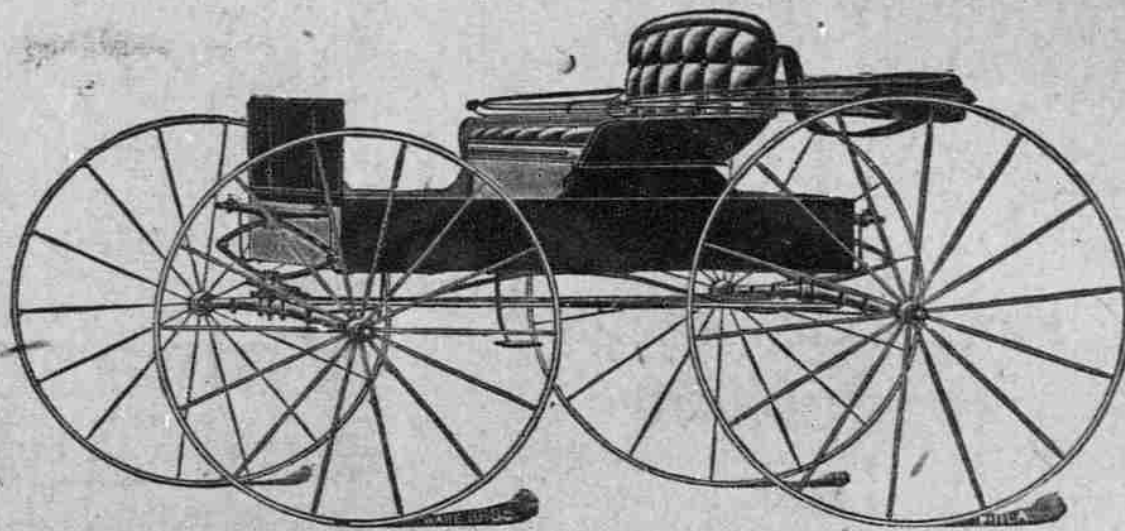


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FIERCE MUTINY ON SPANISH SHIP

Quelled by American Officer Who Killed Many of the Cutthroats.

The days of mutiny on the high seas have not yet passed. Recently there was as bloody a mutiny in Philippine waters as was ever narrated of in stories of pirates and buccaneers. The Dos Hermosos, a Spanish steamer, left Manila during August, with a full cargo, many passengers, \$40,000 in silver, and as tough a crew as ever walked a gang plank or washed down a deck.

During the time the vessel was lying in quarantine before her departure, the boatswain of the vessel proposed to the forty-five men in the crew that they kill the officers, make the women passengers prisoners and incidentally their wives, and then sail with the \$40,000 worth of treasure to the South Seas.

On the evening of August 13th word was passed among the crew that the hour for action was at hand and to better awaken within them a false courage and stimulate their natural savage instincts, the boatswain issued liberal quantities of "Beno," which towards evening commenced to have the desired effect. Stations had previously been allotted to the mutineers, each knew his post and what was expected of him, and as darkness came on the savages became thirsty for gore. It was about 8 p. m. and the captain and officers were sitting on deck, singing, and otherwise passing away the time, when proceeding from the place where the engineers usually sat when off duty, they heard cries of alarm and sounds of mortal combat. It was the bloody work of the mutiny.

Stealing up on the chief engineer a knife gleamed a moment in the moonlight, and driven by a blood-thirsty savage, was plunged into the unfortunate man's side. Soon he and the second engineer were surrounded, and protecting themselves as well as they could with the chairs, retreated towards their stateroom. Here the chief engineer fell, never to rise again, his life blood flowing from ten terrible wounds, while the second engineer, less severely wounded, managed to gain the upper deck, where he managed to creep into a stateroom unobserved. A part of the mutineers then proceeded to the upper deck, where the captain and passengers (now aroused by the turmoil) awaited them. Armed as best they could with chairs and now well aware that it was a life and death struggle, the captain went to the front, but despite a valiant resistance, was soon badly wounded by a spear which passed clean through his leg, followed by a blow on his head which laid it open and left him, what the mutineers thought, for dead. The chief officer next went down; and he too was supposed to have been killed, for on the deck they both lay unconscious, their blood mingling in red rivulets, only waiting a lull in hostilities to be cast overboard.

During the fight the passengers worked their way round to one of the staterooms, into which they bolted, while the second engineer reached out of his hiding place and pulled the bodies of the captain and chief officer into his stateroom.

During this time the vessel lay at anchor near the shore of the island of Catanduanes. Inspector Fletcher, of the Philippine Constabulary, who was strolling on the beach, heard the commotion aboard the vessel and thinking that a mutiny had taken place armed himself and with two native constables proceeded to the vessel in a small boat. On reaching the vessel he found the mutineers at work with a winch, heaving the anchor, preparatory to sailing for the South Seas. The propeller had started to revolve, although the anchor was still in the water. Fletcher poured a volley into the men at the winch. They deserted it but it continued to work. The boatswain showered coal at him from the bridge but commanding his constables to kill any one in sight the inspector rushed up the gangway of the vessel. Then Fletcher started a fearful job of killing. He shot the vessel's quartermasters and Chinese carpenter and threw their bodies into the sea. Passing the engine room companionway Fletcher encountered the third engineer who had been one of the ringleaders of the mutiny and had come up on deck to see what the shooting was about. A volley from the con-

stables caused him to tumble below and two more shots down the engine room ladder caused the mutinous men below to obey the peremptory order to stop the engines.

The captain was by this time on his feet. He accompanied Fletcher about the deck and a moment more allowed Fletcher to kill four men, wound three more, and tumble two overboard.

The decks were cleared and those in hiding were ordered to come out (which they did reluctantly) and lie down on the deck, face down, with orders to the guard to shoot the first man who raised his head. No heads were raised. Those who jumped overboard were captured by police on shore, so none escaped. The police had arrived by this time and the lady passengers, the wounded and the crew were taken to the fore-castle under heavy guard. Next day, Captain of the Port Farwell, on the Sora, appeared on the scene, and later, the thirty-five prisoners were brought to Alalay in his launch and were lodged in prison and await trial by Judge Carson of the Court of First Instance.

In all parts of the Philippines, Fletcher's work, almost single handed in capturing the vessel in control of a numerous and cutthroat gang of murderers, is regarded as one of the bravest incidents of American work in the Philippines.

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